

MINUTES OF COMMITTEE MEETING HELD IN NEW YORK CITY
APRIL 3, 1919.

A committee, consisting of the architect members of the Commission, met in Mr. Kendall's office, 101 Park Avenue, New York City, at two o'clock Friday afternoon, April 3, 1919. Mr. Kendall, Mr. Pope, and Mr. Greenleaf, as the members of the committee were present; also Mr. Moore, the Chairman; Colonel C. S. Ridley, the Secretary and Executive Officer; and Captain Horace W. Peaslee, architectural designer engaged on Meridian Hill Park.

1. EAST POTOMAC PARK ROADS AT "THE POINT": Colonel Ridley, as Officer in charge of Public Buildings and Grounds, presented for criticism the construction plan for a roadway at "The Point" (P.B. & G. Plan No. 1-21-353.71c). The plan was approved subject to the incorporation of an "easement curve" in the line of the road, where indicated on the plan.

2. MERIDIAN HILL PARK: Colonel Ridley brought up for detailed discussion certain sketches and studies showing the proposed cascade treatment for the hillside section of Meridian Hill Park. Captain Peaslee explained the purpose of the design for the park, pointing out that the word "cascade", although it had been constantly used, was a misnomer when applied to the effect intended for the water treatment of the slope; that the intention was to have more of a pool effect than a cascade. Considerable discussion arose over the fact that the main terminal motif at the head of the water treatment, whether cascade or pools, would not be seen in its entirety from below and that this was a defect which should be remedied. As a basis for further study it was agreed that

(a) The relation of the hillside water treatment to the terminal motif is not satisfactory in that the lower third of the motif is not visible

from the ascent. While the plan was considered satisfactory, there appeared to be a big effort without any effect, and this feature should be further restudied. It was simply a question of grades involved to give a result, and there is no result.

(b) The view of the water treatment as a cascade was considered desirable but not absolutely essential. A succession of pools to be viewed upon the ascent was suggested as a possible solution.

(c) It was suggested that the balustrade separating the walks and water be omitted, if possible.

(d) Captain Peaslee pointed out certain planting proposed in the recently prepared planting plan for the Park which he would like to have modified in order to meet the originally intended architectural effect, namely, that the *tsuga caroliniana* be eliminated from the north stairway and planting box above the window and replaced by light overhanging foliage which would not be too conspicuous from the street but would penetrate the balustrade and hang down into the stairwall, - something like the effect produced at Villa Isola Bella; also that the sections of the hedge shown between the terminal motifs on Euclid Street should be turned slightly so that the ends of the hedge will not be viewed from the southern approach; also that an additional entrance added near the shelter on Fifteenth Street be eliminated with the court paving shown to the east of the shelter and that screen planting be put in place of the court, - the structure is for shelter only and not for service, and therefore an additional entrance is unnecessary; also a restudy of the fore-treatment on the Euclid Street motifs was suggested in order to shorten the approach beyond the cross walk; also the shelter hedge along Fifteenth Street should be located so as to parallel the street instead of the Mall walk. All these suggestions

were considered good and the suggestion made that they be taken up with Mr. Vitale.

It was considered that work on the Main Terrace might proceed without any later interference from revision of the hillside plan.

The treatment of the ramps to the Main Terrace was considered subject to a revision. Full-sized models of this are to be prepared showing alternative treatments, and definite action on (a), (b), and (c) above is to be deferred pending the preparation of alternative studies.

3. ROADWAY IN FRONT OF FREER ART GALLERY: Colonel Ridley brought up for discussion the plan for new roadways soon to be put in in front of the new Freer Art Gallery on the Mall opposite the New National Museum. It was his opinion that new roads to be constructed should be laid down along regular Mall lines. This recommendation was considered important and was urged as the basis for the laying out of all future roads along the Mall. This matter is to be held until it can be brought to the attention of the architect of the building.

4. LINCOLN MEMORIAL PLANS: Colonel Ridley brought up for discussion a number of plans for grading and road development, as well as the development of the basin in connection with the Lincoln Memorial. These, in sketch form only, were marked respectively April 3, 1919, A, B, C, D, E, F, G, H, and I and comprised the following:-

Typical Sections of Roadways for the Lincoln Memorial,
Sections of Ground Area surrounding the Lincoln Memorial,
Alternate Plan Typical Section 30' Drive,
Typical Sections of Lagoon,
Alternate Studies for Lagoon,
Preliminary Grading Plan for Boulevard between Lincoln and
Titanic Memorials,
Blueprint of Grading Plan,
Howard Plan,
Topography.

In connection with these sketches the following points were practically decided:-

That the coping to line the basin be three feet wide and of granite. (Mr. Pope for the committee, after consultation with Mr. Bacon, submitted a sketch for the design of this coping to Colonel Ridley). The two jogs, or returns, at the head of the basin near the Lincoln Memorial are to be eliminated. The grade of the slopes flanking the basin was considered satisfactory, as was in fact all the grading suggested by Colonel Ridley as shown in the plans submitted. The problem of putting in a park road flanking the water and running from B Street to a point near the ~~Lincoln~~ ^{Lt. ...} Memorial had been discussed for some time, but after consultation with the architect of the Lincoln Memorial it was decided that the study for roads connecting the southern end of New Hampshire avenue with the Lincoln Memorial and eliminating this flanking roadway, as shown on colored sketch ~~(P.B. 4-4. Study April 3, 1919-A*)~~ ^(P.B. 4-4. Study April 3, 1919-A*) would be satisfactory. This study was, therefore, approved subject to restudy of certain elements at a future time, such as the proper treatment of the termination of the western end of B Street and other details, such as monument sites, that might be considered in the development of working drawings. One reason for the elimination of the roadway at this time was that proposed grades along the line set for it would permit of its installation at any time in the future. The depth of the basin as suggested by Colonel Ridley in his plans, namely, 2' 3" in the center (See plan April 3, 1919-D), was also considered satisfactory. The decisions arrived at in connection with these Lincoln Memorial matters were in consultation with Mr. Bacon, and in his office.

5. BOLLING FIELD: Colonel Ridley said that it was the intention of

the Navy Department to create a permanent aviation field where Bolling Field on the south side of the Anacostia River was now located. The members saw no objection to the continued use of Bolling Field for aviation purposes, with permanent buildings and roads, provided that the Chief of Engineers, through Colonel Ridley, would retain the supervision over the plans of the field and a satisfactory style of building was designed.

6. COMMERCIAL WATER FRONT BETWEEN PENNSYLVANIA AVENUE AND ANACOSTIA BRIDGE ON THE NORTH SIDE OF THE RIVER: A plan submitted by Colonel Tyler, U. S. District Engineer Officer in charge of river and harbor work in Washington, showing the areas which are proposed to be reserved for commercial purposes between the Pennsylvania Avenue Bridge and the Anacostia Bridge on the north side of the river, was carefully scrutinized and discussed. It was considered necessary that this section be given very careful study on the ground. It was also noted, that a report on this area would have to go hand in hand with a survey of the land lying along the river between the Navy Yard and the War College, and also possible consideration of the availability for commercial purposes of the southern and eastern banks of the Anacostia River.

The committee then adjourned.

